

MONTHLY AWARD WINNERS



During a combat mission, in support of Operation ENDURING FREEDOM, a Global Hawk aircraft experienced multiple system faults. The fault indications showed a low engine oil level, high engine oil temperature, and an abnormal change in engine fuel flow. With a 4-hour flight required to return to the normal launch and recovery base, the decision was made to execute an emergency landing on a 9,800-foot runway at a Forward Operating Location (FOL). Unable to contact air traffic controllers, the Mission Control Element (MCE) crew informed the Global Hawk Operations Center (GHOC) by telephone that they would be executing an emergency landing to an FOL. Unable to further contact the GHOC due to busy phone lines, the MCE instructor pilot directed two assigned systems operators to communicate the divert plan to other agencies involved with the mission. One sensor operator was sent to the GHOC to coordinate air traffic control and transient alert personnel at the FOL. The other systems operator assisted the pilot by communicating critical information through secure chat reports to other agencies. The GHOC personnel contacted radar and tower controllers on the phone at the FOL to advise them that a large aircraft would be landing at their base in approximately 30 minutes with zero souls on-board. The crew's next concern was to

ensure the airspace and runway was clear. With clearance to land, the aircraft descended on a pre-programmed emergency landing route, but failed to land on the first attempt due to excessive altitude and steep descent rate for the planned flight profile. The MCE crew commanded the aircraft to turn away from the runway and climb, but due to a computer software anomaly, the aircraft would not accept the command to climb to the Minimum Safe Altitude (MSA). With rising terrain in all quadrants, the MCE crew quickly commanded the aircraft to fly to a waypoint that ensured an altitude higher than the MSA. After the aircraft attained the commanded waypoint and altitude, the MCE pilot directed the aircraft to a normal descent and a safe landing. This first-ever deployed Global Hawk emergency landing was a true success due to the crew's timely decisions, knowledge of systems, crew resource management, and disciplined actions to prevent a mishap and save a \$45M YRQ-4A aircraft – and they did it all from 6,500 miles away.



Col Greg A. Kern, Lt Col Donald M. Corley, Maj Ed C. Maraist, MSgt Eric C. Muntz, SSgt Sean T. Kelly, 12th Reconnaissance Squadron, 9th Reconnaissance Wing, Beale AFB, Calif.



SSgt Davis, SSgt Priemer, SrA Smart, and A1C Magnie were performing an engine run on an F-15 aircraft to troubleshoot a #1 engine no start. All indications on the initial start of the JFS were normal until the #2 engine was engaged for start. The #2 engine was spinning up normally during start when the JFS exploded with a loud bang. SSgt Kelley and A1C Hoffman were working on a nearby aircraft and heard the explosion. They immediately responded with a fire extinguisher; A1C Hoffman charged the bottle allowing SSgt Kelley to extinguish the fire. SSgt Priemer notified the flight line expediter of the emergency and directed them to dispatch the fire department. SSgt Davis initiated emergency shutdown procedures and was assisted out of the cockpit by A1C Magnie. SrA Smart evacuated all unnecessary personnel from the area and allowed emergency personnel to respond without interference. Upon arrival of the emergency personnel, SSgt Kelley supervised the removal of panels by SSgt Priemer and A1C

Hoffman to verify the fire was extinguished and helped assess whether any aircraft damage occurred. They determined the JFS experienced an uncontained failure of the turbine section during the attempted start. Hot melting turbine blades had exited the JFS case, and the jet exhaust had blown hot metal fragments everywhere. The decisive actions and teamwork, inspired by excellent training, allowed SSgt Kelley, SSgt Davis, SSgt Priemer, SrA Smart, A1C Hoffman, and A1C Magnie to act without delay to ensure no one was injured and prevented the potential loss of the aircraft.



SSgts David W. Kelley, Lorian Davis, Kurtis Priemer, A1Cs Russell S. Hoffman, Harlen W. Magnie, and SrA Steven L. Smart, 4th Aircraft Maintenance Squadron, 4th Fighter Wing, Seymour Johnson AFB, N.C.



During a launch of a U-2 aircraft, A1C Kristunas discovered the upper Q-bay hatch unsecured. A keen eye enabled him to discover the red vertical line indicator on the locking mechanism was slightly angled; an inspection that was overlooked during the production superintendent's and mobile officer's walkaround. He quickly terminated the engine start sequence and coordinated with his crew to secure the hatch. Had the hatch come loose in flight, it may have severely damaged the vertical stabilizer – outstanding catch! On two occasions, while performing pogo supervisor duties, emergency aircraft stopped on the runway and closed the airfield. Due to the low five-level manning in his unit, A1C Kristunas was called upon to perform tow vehicle driver duties for an in-flight emergency, as he was the only tow-qualified person available. A1C Kristunas coordinated with the maintenance operations center and ground control to “break red” and negotiate the control movement area in order to sign out the tow vehicle from support. His quick action enabled the emergency aircraft to be removed from the runway and the airfield was re-opened

in 15 minutes with no ground movement violations. On another occasion, after a weekly oil sample of the aircraft engine oil carts was completed, Non-Destructive Inspection (NDI) flight called and reported that one of the carts had been contaminated by an unknown source. A1C Kristunas had the contaminated cart delivered to the NDI shop, whereupon he volunteered to stay and assist with the cleaning processes. He helped drain, wipe the interior, replace the filters, service, and resample the cart. His dedication ensured the safe and reliable operation of all assigned U-2 aircraft engines valued at \$3.1M each. A1C Kristunas' commitment to safety averted potential Class A mishaps and ensured the safekeeping of valuable government equipment. Well done!



A1C David F. Kristunas, Jr., 9th Aircraft Maintenance Squadron, 9th Reconnaissance Wing, Beale AFB, Calif.



As the Unit Safety Representative for the 2nd Civil Engineering Squadron, TSgt Schneider expertly directed an ambitious multi-faceted safety program for over 500 active duty personnel and civilians in 24 sections. During his annual program assessment, Sgt Schneider demonstrated complete mastery of Occupational Safety and Health Administration, Department of Defense, and Air Force safety standards, confined space safety, fall protection and lock out/tag out procedures. Sgt Schneider completely turned around the safety program by aggressively promoting Operational Risk Management (ORM) in all unit operations. Sgt Schneider required every person in the unit to complete the Air Force ORM computer training and documented completion, easily establishing his ORM program as the wing benchmark. His motorcycle safety program was also among the best in the wing, incorporating a detailed rider's database and complete records of Motorcycle Safety Foundation training, motorcycle license endorsements, and commander's counseling for every rider. His safety training program included an exceptionally detailed projec-

tion of all safety training and materials required, a training schedule, and meticulous documentation of all training completed. He provided continuous updates and assistance to every shop in the unit, helping them maintain lockout/tagout, confined space, and fall protection programs in strict compliance with governing directives. Sgt Schneider developed a detailed monthly self-inspection checklist for every section and tracked progress on a quarterly basis, ensuring all hazards were highlighted and corrected. He also inspected all section and flight safety binders repeatedly to ensure standardization and rapid dissemination of safety policy letters, Job Safety Training outlines, and governing Air Force Instructions. Sgt Schneider's proactive efforts ingrained a rock-solid culture of safety awareness and risk management in the squadron and serves as a shining example for the entire command.



TSgt Patrick Schneider, 2nd Civil Engineering Squadron, 2nd Bomb Wing, Barksdale AFB, La.

MONTHLY AWARD WINNERS



While serving as an instructor pilot in the two-seat TU-2S, Maj Donald Temple's aircraft encountered a complete loss of hydraulic pressure following a routine touch and go. The flight was the student's first syllabus sortie in the U-2 Basic Qualification Course. Maj Temple exhibited superb use of crew resource management, by assuming control of the aircraft and having his student run the appropriate checklists while he maintained aircraft control. Maj Temple flew a flawless no-flap, no-hydraulic pattern and landing with a less than optimal pitch trim configuration and a questionable emergency lift spoiler system. Landing the aircraft in a hydraulic out configuration is extremely challenging even in the most optimum conditions, as the landing distance can exceed 13,000 ft with inoperative brakes, flaps, and no headwind. The flight path approach must be extremely shallow and flat to cross the runway threshold 4-to-6 ft high and exactly on speed in order to touch down in the first 3,000 ft of the runway. After executing a textbook landing, Maj Temple discovered that his emergency brakes were not functioning. With no lift spoilers,

no emergency braking and idle thrust, landing distance could easily have exceeded the available runway. Maj Temple expeditiously shut down the engine to reduce landing roll distance. Realizing the aircraft would probably not stop within the runway available, he attempted an unorthodox and very demanding maneuver by lowering one wingtip to the runway to increase drag and further shorten the landing roll-out. Maj Temple's gambit was a success and he brought the aircraft to a stop on the runway, with only 1,200 feet of runway remaining. Maj Temple safely recovered a valuable national asset through quick thinking, outstanding airmanship, and efficient use of crew resources.



**Maj Donald Temple, 1st Reconnaissance Squadron,
9th Reconnaissance Wing, Beale AFB, Calif.**



The #3 engine and tailpipe were removed from a B-2 aircraft as part of scheduled maintenance for the aircraft entering programmed depot maintenance. Evidence of heat damage was discovered on: the tailpipe, the electromagnetic foam (e-foam) coating covering the tailpipe bay, and the aircraft composite structure in the tailpipe bay. The 509th Aircraft Maintenance Squadron (AMXS) maintainers worked with other experts on base and determined that loose, or damaged e-foam, which had subsequently become oil soaked during normal aircraft operations, appeared to be the cause of the heat damage to the tailpipe and the aircraft composite structure. The squadron coordinated with the B-2 program office, Northrop Grumman, Air Force Engineering Technical Service, the 509th Quality Assurance office, and the 509th Maintenance Squadron to develop a local One-Time Inspection (OTI) of e-foam in the exhaust tailpipe area to identify and remove damaged e-foam material; preventing any future heat damage to the tailpipes and the aircraft composite structure. The immediate OTI was developed and issued. Due to the limited

access and visibility of the exhaust area, the OTI called for crew chiefs and jet troops to conduct the inspection using a bore scope, or by opening the engine/airframe mounted accessory drive doors, and then removing the tailpipe nozzle bay access panels to do a visual inspection with a flashlight and mirror. The OTI was accomplished on all assigned aircraft within 3 days after the initial discovery. Over 136 man-hours had been expended to identify a total of 21 of 68 tailpipe bays had damaged e-foam. The AMXS inspected 11 of 17 aircraft assigned (including all aircraft at a forward operating location) as well as coordinating to ensure the OTI was complied with, and status was received for one test and three depot maintenance aircraft located off station. In the 3 weeks that followed, AMXS expended 288 man-hours to remove and seal e-foam to ensure no further heat damage occurred to a \$2.2 billion asset.



**509th Aircraft Maintenance Squadron,
509th Bomb Wing, Whiteman AFB, Mo.**



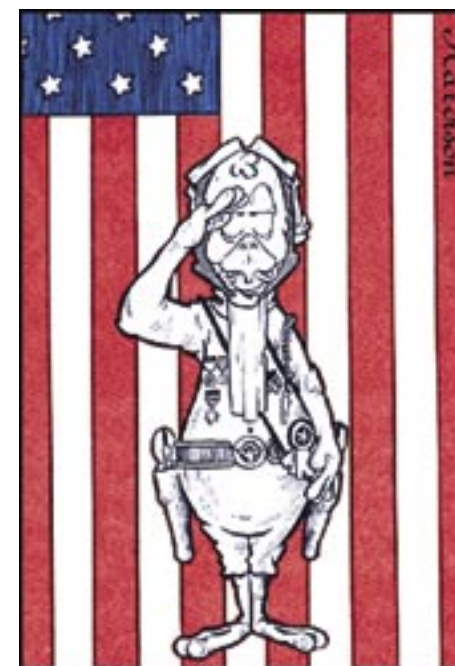
A1C Hamilton was inspecting 10 MHU-141 trailers used to transport and load Air Launched Cruise Missiles and Advanced Cruise Missiles on B-52 aircraft for compliance with a recent Time Compliance Technical Order (TCTO). After conducting this inspection, Airman Hamilton noticed something unusual with the MHU-162 adapters designed to connect missile stands to each trailer. Each adapter includes a retaining pin, and the part numbers on these pins did not match the T.O. Airman Hamilton cross-checked the packaging and found that the package reflected the correct number, even though the actual part inside did not. Realizing that the incorrect number meant that the parts may not have undergone the required testing for compliance with exacting nuclear surety standards, Airman Hamilton immediately elevated the issue to his supervisor and drafted a Prod-

uct Quality Deficiency Report to highlight the problem to Air Combat Command. This report and Airman Hamilton's accompanying photos quickly convinced the Air Combat Command weapons logistics staff to remove the part listing from Federal Logistics Database Log and purge the supply system of any remaining pins. Airman Hamilton's keen eye for the finest detail, relentless research, and dogged pursuit of perfection eliminated any possibility that rigorous nuclear surety standards might be compromised through the use of unproven parts.



**A1C Gavin B. Hamilton, 2nd Munitions Squadron,
2nd Bomb Wing, Barksdale AFB, La.**

ACC SALUTES SUPERIOR PERFORMANCE



Capt Chadwick D. Greer
Pilot
34th Fighter Squadron
388th Fighter Wing
Hill AFB, Utah

Capt Andrew P. Stockman
Pilot
34th Fighter Squadron
388th Fighter Wing
Hill AFB, Utah

Capt James F. Ross, Jr.
Aircraft Commander
Capt Nathan P. Rowan
Copilot

Capt Christopher J. Buechler
Offensive Systems Officer
1Lt Nicholas M. Kotch
Defensive Systems Officer
37th Bomb Squadron
28th Bomb Wing
Ellsworth AFB, S.D.

Capt David M. Lercher
Predator Instructor Pilot
SSgt Adam F. Fields
Sensor

11th Reconnaissance Squadron
57th Wing
Nellis AFB, Nev.

SSgt Justin R. Falcon
Weather Journeyman
509th Operations Support
Squadron
509th Bomb Wing
Whiteman AFB, Mo.

SrA Nathan D. Krueger
Assistant Dedicated Crew Chief
4th Aircraft Maintenance
Squadron
4th Fighter Wing
Seymour Johnson AFB, N.C.